

The **National** *Falcon* News



L. Craig Pheasant
Grantville, Pennsylvania

1963 Falcon Sprint "Retro-Mod"

JANUARY 2005
—Seriously Customized Falcons Issue—

Cover — L. Craig Pheasant

L. Craig Pheasant of Grantville, Pennsylvania has the "need for speed." When he was 18, in 1964 he bought this Falcon Sprint and used it as his daily driver for several years. Read more about his seriously customized ride on page 16.

Editor's Note

You may notice something different about this month's issue, and not just the seriously modified and uniquely customized Falcons that are featured in it!

We have changed over to automated inkjet addressing and Bulk mailing to bring our Club into the 21st century, expedite the addressing and mailing of the newsletter and save the FCA some serious money in the process.

The FCA membership database will continue to be maintained by Ruby Throgmorton, Corresponding Secretary. All address changes, membership additions and deletions should continue to be sent to her. PLEASE do not send address changes to the Editor, they will not be processed. ALL CHANGES GO TO RUBY!

Since the newsletter will be mailed Bulk Rate, rather than First Class, it is especially important to notify Ruby of any changes in address immediately, since at this new lower rate, the newsletter will not be forwarded.

Production will be moved up so the few days of additional time required for Bulk Rate will not be an issue. The newsletter will now be printed in and mailed from the Kansas City area, so delivery should be even throughout the country.

For the first few months, I ask the Chapter Presidents to send me an email letting me know when they receive the newsletter so we can track the mailing process. Please note the Editor's new email address: wcrosby62@sbcglobal.net.

Thanks! Keep your info updated and this will work out great!

—Wendy

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5915 Chandler Court
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707-539-2860 (1)



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

1st Saturday of each
month at 5:00 pm at
Shoney's, Fern Valley
Road at I-65 in Louisville.
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Showmars, Charlotte,
N.C. Little Rock Road
off I-85.
(704) 933-4972

Central California Falcons

Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat.—monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 894-5090

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

NE Texas Chapter Gladewater, TX

2nd Sat.—monthly
(903) 759-6850

Northland Falcons Minnesota

2nd Sat.—odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—
bimonthly
(818) 845-9725

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons Richmond, VA

2nd Sat. even months
(804) 226-4791

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

President's Message

January is always a great month to plan for the coming year. But this year, in addition to planning for your personal life, your family life, and your Falcon life, try planning for your Chapter's life. Create a chapter calendar for the coming year. Make it simple, do it the old fashioned way—use a pencil and paper. On the left side of the page list the months of the year, January to December. In the middle to the page select items from the list below or come up with some of your own, and match them up to one of the months listed on the left side.

Chapter members can volunteer to plan out a month's activity, making any necessary arrangements. List their name on the right next to the month/activity they have volunteered to plan. Your calendar should include meeting time and places for the convenience of all. Once your calendar is complete, make copies for all. You will want extras, of course, for new members. You may want to post an extra on your fridge and even store one for reference in the gloveboxes of your Falcons.

Use the items below (and any others) to get started:

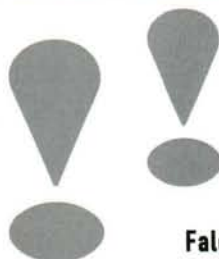
- Cruise or drive to a local site of interest - monument, park, museum, restoration shop
- Attend a local weekly cruise as a chapter
- Design a chapter logo, display sign, or magnet
- Go bowling
- Plan a workshop to repair the Falcons, transmissions, radios, carbs, install disc brakes
- Chapter picnic
- Attend a local car show as a Chapter
- Chapter birthday party
- Take the spouses to a nice dinner
- Create a newsletter or website
- Christmas Party
- Hook up with another Chapter in a nearby area for a joint event
- Support a local charity as a chapter
- Attend FCA National or Regional Meet

These are just a few ideas to get you started. Don't overload the calendar with entries—try to have one activity per month. If you find something that's especially fun and well attended, repeat it again in another month. Be creative, there's lots of fun activities we can all do as a chapter family. Make 2005 the best year ever for your chapter and its members.

Don't forget to sign up for this year's National Meet. Make plans to enjoy some time visiting sunny California.

Happy New Year!

Steve & Carol



**Is Your Address Changing?
Need to renew your membership?
Not receiving your newsletter?**

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Find her address in every issue of the Falcon National News or email: RubyRTFCA@aol.com. Please DO NOT send address changes to the Editor.

JIM TROYER'S FALCON



nce in a while, you have the opportunity to do something different.

Last January, while I had my 1963 Falcon Sprint convertible in Darryl Starbird's Rod & Custom Car show in Wichita, Kansas, Cliff McKay and I were approached by Don Gilbert of Dodge City Kansas. He told us that he had an old 1963 Falcon that someone had started to customize years ago but never finished. He said

the car had a wedged front and rear section. He said the car was pretty rough, but since we were into the Falcons, we could probably part it out or restore it back as a Falcon. We took his name and number and told him one of us would try to get out and take a look at it.

A couple of weeks had passed and we were having breakfast run with other members of the Wheat State Chapter when we brought up the conversation about this old Falcon. John Saindon, a fellow Falcon enthusiast, said that years ago, Darryl Starbird had a hand in customizing an old Falcon, and wouldn't it be "a hoot" if this was the same car. A couple more weeks passed and I found myself going to Western Kansas to look at a job—I'm a general contractor. I made an appointment to see the car and met Don at his body shop in Dodge City. He took me to the Falcon and when I first saw it I could see traces of the 1960's style of customizing, and chrome bars that were from this time period. Could this be the same car John mentioned? I wasn't sure if it might be better suited as a parts car—it was really rough. I sent some pictures to Darryl Starbird in Oklahoma and asked if he had seen this car before. Darryl was out of town promoting his Oklahoma City car show at the time, so I talked to his very helpful and super nice wife, Donna. She told me that she was pretty sure the car was owned and built by Jim Troyer in their shop in the mid 1960's. Jim worked for Darryl for many years customizing cars and this Falcon was the first custom job he had done for himself. The Starbirds sent me pictures of the car that were taken back when the car was first done.

While I was waiting on the pictures, I made the decision to purchase the car and get it back to town. Cliff had actually talked to Don before I did at the show and I only felt it fair to give him the first opportunity to buy it. After about 30 minutes of "You go ahead and buy it if you want" and "No, you go ahead," we decided to buy the car together.

Submitted by Tim Sutherland



Then...1965?



And Now...2004!



As first found in western Kansas.

—continued on page 8

Legendary FORD MAGAZINE

Everything a classic Ford and Mercury magazine should be, and more. **Way more!**

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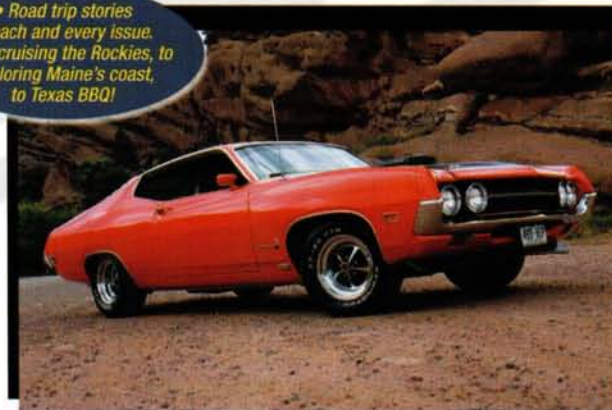
• Feature cars: '50s, '60s & '70s Fords, Lincolns & Mercurys • Historic drag car profiles • 3 page pull-out posters each issue!



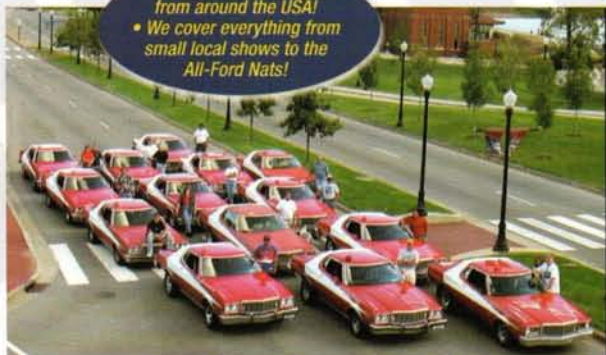
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Classified Advertising

Falcons For Sale



1960 Falcon 2 door sedan. Early model with open air cleaner. 86,000 miles, excellent mechanical condition. Rebuilt 3 speed manual transmission, new clutch, brakes, tires, carpet and many more parts. \$2000. Call for information. Norman Blumstein, 718-615-0685. Brooklyn, NY.

1960 Falcon Ranchero. Some rust in usual locations, overall good condition. (See photo Jan 2004 Nat. Falcon News- page 11). Includes aluminum canopy. \$2500. Bill Roes 253-759-3256 evenings or wfroes@aol.com. Tacoma, WA.

1962 Falcon Futura 2-door sedan. White with bucket seats, brown interior, console, padded dash, 170 6 cyl auto, 128,000 mi. Good

restoration candidate. Asking \$1500 OBO. Contact Phil or Claudia Pitko at 269-665-4385 after 4 PM or 269-369-7217. MI.



1963 Falcon 2 Door Sedan 3rd owner 32,400 actual miles. 144 cu in 6 cyl Automatic. Beige Exterior Blue Interior Bench Seat Always garaged, no rust anywhere. Looks really sharp after 41 years & runs great! Asking \$5500. Matthew Bonnoront, 419-753-2118 eves. after 9:00 pm EST or mkmn@nktelco.net New Knoxville, OH, 30 miles SW of Lima.

1964 Ford Falcon 2 door convertible. Hardly driven, original mileage: 64,417. Original 260 Engine, blueprinted in 1992. Four on the floor. Convertible top replaced in 2001. Seat belts added in 1998. \$25,000 OBO. Colleen

White, 904-249-2598. Pictures available upon request. Jacksonville, FL.

1964 Falcon Sprint. 260 V8 with lots of chrome, power steering, C4 transmission. Front disc brakes, dual exhaust. White exterior, red interior, bucket seats, console. Clean, runs good. Body is in excellent shape. Asking \$9800. Doug, 816-232-8929. St. Joseph, MO.

1965 Ranchero Deluxe. No rust California/ Arizona car since new. Very desirable factory V-8 and automatic transmission. Exceptionally nice & easy project car that runs great and it's priced right at \$4650. Complete photos and information at www.larrykay.com. Phone Larry Kay at 480-483-2555. Scottsdale, AZ.

1965 Falcon Ranchero Deluxe. Rangoon red with black interior. Automatic transmission with 289 V-8. Complete off-frame restoration. Class winner FCA national meet. Must see to appreciate. EXCELLENT CONDITION. \$17,000. Jim Phillips, 386-441-9927 or jphillrace@aol.com. Ormond Beach, FL.

Please note: New email address for Editor!
wcrosby62@sbcglobal.net

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xcInt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



1965 Falcon Ranchero Deluxe, with one off Camper constructed by original owner who was a cabinet maker/ home builder. Very well built, very unique, comes with custom built lift jacks. Original C code 289 V8, auto, 75K original miles, body is fairly straight but floors are rusty and bottom edges of body have rust etc., tops of fenders hood and roof have surface rust. Seat upholstery, dash, glass and all trim are good, needs carpet. Many new parts, brakes, cooling and fuel systems etc. 14" painted magnum 500 wheels. Have copy of original MO title, I am 2nd registered owner. \$1950.00 OBO MUST SELL! Cory Voyles, 913-362-0834, or mercman66@sbcglobal.net. KC.



1965 Ranchero, completely rebuilt 20,000 miles ago. Exterior looks original. 345 HP 302 Ford crate motor, hooker headers, 2800 RPM stall converter, front disk brakes, rack and pinion steering. White exterior, blue interior. California car until last summer. \$15,000. Robert Shaw, 717-291-2132. Lancaster, PA.

1966 Falcon Ranchero's (2). One standard/ one deluxe. Both 289-2v with 3 speed transmissions. Need restoration. Extra doors, fenders and hood. Many NOS parts. \$3000. Herb Brown. 610-530-0646 or herblbrown@prodigy.net. PA.

Falcons Wanted

Looking for a 1969 Falcon Futura station wagon or 1965 Futura station wagon. Something driveable that needs work. Michael Murphy, 716-883-3689 or 112 E. Delavan, Buffalo, NY 14208.

Parts Wanted

Wanted: I need a hood for my 1961 Ford Falcon 4dr sedan. Morris Williams, 409-755-6475 or mwilliams3@gt.rr.com. Lumberton, TX 77657

1970 Falcon 2 door parts. Chrome piece across front bottom of hood, marker light front fender and horn ring. All for same vehicle. Les Williams, 765-569-2046.

WANTED! HELP! I have recently purchased a 1964 Falcon window van. I need both front seats and rear bench seat. with mounting brackets. Also needed; many more miscellaneous parts



1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800
Fax: 770-761-5777

Business Hours:
Tues.-Fri.: 8:30-5:30
Saturday: 8:30-4:00
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Race proven products for your Falcon



Typical Illustration

Rack Steering Kits

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Features:

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- Extreme accuracy
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Power Rack Steering Kit

\$1950 kit

Manual Rack Steering Kit

\$1850 kit



Typical Illustration

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Strut Rod Adjuster

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- Easy bolt-in installation
- Hi-impact bearing & housing
- Fully servicable

'61 - '65 Falcon

\$315 kit

'67 Falcon

\$245 kit



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www.autokrafters.com

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—continued on page 10

JIM TROYER'S FALCON

Now rule #1 when you buy a car with someone else other than the person you plan on spending the rest of your life with, a very supportive wife, is to have a standing agreement about the who's going to do what. I told Cliff that this is a car; metal, material, and rubber—it should and will not interfere with a friendship—PERIOD. We both agreed and, with that, the partnership began.

We bought the car and brought it back to Wichita. The next task was to find as much history about the car as possible. I went and talked to David Stuckey who has a shop in Wichita and is a former Darryl Starbird employee. He told me to go and speak to Eldon Titus (creator and owner of the Voo Doo Spider). He told me where to find Eldon. I went to when Eldon works and he was gone to lunch. I left a picture of the car as we found it in Dodge City and a note asking him to give me a call if he tell me anything about this car. About an hour later I got a phone call from him and he confirmed the car was built by Jim Troyer and when he worked for Darryl Starbird, Jim used this car to promote upcoming car shows. They would drive this car to local high schools to raise interest in customizing. This was also a transport car to haul people around when they would bring cars to shows. When I asked Eldon if Jim was still around, he told me that he had moved to the Kansas City area and he didn't have a phone number. But he knew where he was on the third Saturday of every month. Jim and Judy Troyer are into antiques and on the third Saturday of every month there is a large swap meet for antiques in Wichita and they would be there. We arranged for Eldon to meet Cliff and me at the swap meet to introduce us to Jim. I received the pictures from the Starbirds right before our meeting with Jim so we had an idea how the car looked back then.

When we met Jim and Judy, it was really a lot of fun. We had an array of pictures of the car as we had found it and copies of the pictures from the Starbirds. This surprised Jim because he told us that shortly after he sold the car it was wrecked. He had seen the car and thought it was totaled out—as far as he knew, the car was scrapped back in the 1960's. Jim also told us that he did not have any pictures of the car from back then. I gave Jim one picture of the car now and forwarded on copies of the pictures we received from the Starbird's. It was a real pleasure to meet both Jim and Judy.

Once we started going through the car we decided it need to be shelled and start all over. The complete interior was removed along with the engine, which still started and ran, and the transmission. We set out with one objective—to make the car look as much like it



Eldon shoots the silver



New interior too



Another look from the Sixties

FALCON

JIM TROYER'S FALCON



During the "garage widow" period



Judy & Jim Troyer in the Falcon at KC Nationals



A piece of Falcon history preserved

looked in the pictures from the 1960's. We tried to make everything period correct; down to the cable trunk lock release. We were able to use all the original aluminum pieces for the grille and had to make four new ones. Paul Tatman is a retired steel estimator and friend, was roped into polishing the old bars back to shape. As we talked about the paint scheme, Eldon stepped up and offered to shoot the Brandy-Wine fade in. It was great to have Eldon's help and input into bringing this car back to life. What made it special for us was that a guy who drove this very same car when he was 16 years old was helping to bring back an old memory of his, 35 years later.

Once the decision was made to bring the car back, we made our second major decision. We wanted to get it finished before the 25th National Falcon Convention being held in Kansas City in July 2004. Even though the ten week deadline was a tough pace to keep up, Cliff, Johnnie Lyons (my very helpful, self-taught mechanic and father-in-law), and I started making our better halves "garage widows." Fourteen days after Eldon sprayed the fade-in, the car was finished, even down to the Cragar SS's.

We made it to the Nationals in Kansas City. On July 17th Jim and Judy Troyer along with their son and two grandsons came by and got their first look of the car in over 35 years. Cliff asked Jim if he would like to drive the car around the parking lot. Jim turned down the offer for fear of being overwhelmed and wanting to spin the wheels again. They did take family pictures with the car, Judy and Jim both slipped into the bucket seats for a photo opportunity as well. I had a previous appointment and I was not around when the Troyers came by. I hope to see them in a couple of months when they come back to Wichita.

The reason we wanted to bring this car back to it's previous condition and color was to restore a little history. We would love to hear people say, "I remember that car, It was at my high school or at the race track" since Jim used to drag race this car too. Making a memory for someone is what it's all about.

I don't know the future of this car. There has to be a reason why this car was left alone for so long only to be brought back to historical reality. I have been known to take on projects that other's laugh at. This old rusted out car wasn't as bad as the pictures show (yes, it was), but I enjoy the challenge.

The story on this old Falcon is far from over. Although I don't know what avenues it will take, where it will end, one time will tell.

HISTORY

Classified Ads (con't)

such as auxiliary heater, battery cover box, and more. Please call Bill, 631-208-3758 and leave message. NYC

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

1963 Falcon NOS: 6 cyl. exhaust manifold \$170; hood hinges, do not take springs, \$50 pair; gas cap, driver quality, \$30; Temp cable \$30; V8 arm and bushing \$175; Fender yop ornament, driver quality, \$95 pair. Many more. Frank G. Stewart, 440-282-6277. OH.

1963 Falcon hardtop interior for sale. Includes bucket seats, rear seat, center console, arm rests and door panels. All in good, reupholsterable shape. \$700. Visit <http://www.cinidesign.com/interior> to see pics online. Call Michael Cini at 818-989-4487, or msc@cinidesign.com. Van Nuys, CA.

Store stock brake shoes \$25., wheel cylinders \$20., fuel pumps \$45., duals \$25., single shocks \$30. pair; oil pumps \$40.; ball joints \$35.; brake hardware kits \$10.; water pumps \$35; spark plug wires \$15.; e-brake cables, ask Donald Nowak, 3280 Lakeshore, Blasdell, NY 14219. Call 716-824-2292.

1960-65 Used & New Parts: 63-64 front spindles for V-8 manual steering \$50. 1960-65 Front brake drums 9" x 2 1/4" four hole (turned) \$15 each or \$25 for both. 1964-65 hood hinges \$25 for both. 1964-65 Tailgate latches Ranchero or Wagon \$10 each or \$18 for the pair. Aluminum bell housing with bearing fork for 6 cylinders 60- 80 \$20. Steering wheel \$45. Sunvisors (complete) \$45. Front spindles, backing plates, drums, hubs(4 lug), wheel cylinders, brakes shoes (complete) for 6 cylinder manual steering. \$100. 1964-65 Hood latch \$10. New chrome air cleaner 6 1/2" around, theelement is 2 1/2" high and fits up to 2 5/8" neck, \$12 extra elements \$4 each. 1964-65 Heater dash plate, knobs, cables, levers & mounting hardware (complete) \$25. ALL ITEMS PLUS SHIP-

PING Call Ray at 505-524-3371 or hirpmrj@juno.com or 522 Apple View Place, Las Cruces, NM 88007.

347 STROKER runs 12.45 @ 109 mph in a 1963 Falcon wagon, motor only \$4800; C4 trans in same car \$1000; ALL N.O.S. C1DE-9510-B carburetor, \$225; CODZ-13341-A turn signal switch and wire, \$75; CODE-6758-A road draft tube, \$15. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45 each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218 781-449-2065 evenings. www.autotran.us

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C4DZ-3082-A 1962-65 Falcon front suspension, upper control arm with control arm shaft and ball joint. Fits left or right side. **\$170.00**



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Calendar of Events

JOE B. FALCONS. GIVE US A CALL, WE'VE GOT IT ALL! Call 303-279-4202 or email Tom at tbotk@qwest.net or Joe, jobon10@hotmail.com. www.joebfalcons.com. Golden, CO.

Kellogg's Garage— we have parts for 1960-66 Falcons/Rancheros, and 1964-5 Comets. Call or email with your needs. Lenny Kellogg, 970-593-1964, or lenkellogg@lpbroadband.net. CO

Large 25 year collection of good used parts for 60 thru 69. Hoods, \$75 to \$100. doors, \$50 to \$75. Chrome moldings, \$5 to \$25. 68 Falcon Dash Pad in good condition, \$250. Many body and chassis parts too numerous to mention. Also parts for 64 Comet and 1963 and '64 Fairlanes. Complete Fiberglass front ends for 60-61 Falcons, new \$600. For race cars. Held on with pins. Don Branson, 636-228-4501 or jbranson@mail.win.org. MO.

Miscellaneous For Sale

Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook— 100 pages of facts, history, interchangeability of parts, tips, swaps, & pictures. If six cylinder performance is for you, this manual should be helpful. Send your mailing address and money order, for \$14.95 to; Falcon Performance Handbook, c/o Dave Schjeldahl, 582 Safstrom PL., Idaho Falls, ID 83401-4108. For orders in the USA, shipping is included. Check on postage for orders outside of the USA. Check our website at <http://falconperformance.sundog.net/>

KEYS N.O.S. (Original) Keys & GOLD PLATED KEYS... for Falcons and all Ford models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. Jesser's Classic Keys, 26 West Street, Dept. FCA, Akron, Ohio 44303. 330-376-8181. Fax: 330-384-9129. www.jessersclassickeys.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721 3077 or Alex@books4cars.com 513-312-8799 or falconwagon62@yahoo.com.

MAY 27-28, 2005

The Gateway Chapter will host a regional convention over Memorial Day weekend May 27-28 2005 in St. Louis, MO. These dates allow an extra day for travel on the Monday holiday. The event will be held at the Holiday Inn Westport. We will have a night at the ballpark and watch the National

League Champion St. Louis Cardinals take on the new (as yet unnamed) Washington team. More information will be forthcoming. For information www.gatewayfalcons.com or email info@gatewayfalcons.com or phone 314-645-7082.

JULY 14-17, 2005

26th Annual Falcon National Convention, hoisted by the Pacific Region Chapters in San Ramon, California. More information: Ray Johnson, 707-546-8082 or www.westcoastfalcons.com/national.htm. Registration in this issue.

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Mike BROWN

Mike Brown of Millington, Tennessee has owned this 1965 Falcon Futura two door hardtop since 1989. This is the seventh Falcon he has owned since 1968.

The original 289 V-8 was replaced with a 5.0L V-8 with a Comp Cams roller cam and valvetrain, AFR aluminum heads, Edelbrock Air-Gap intake manifold and a 600 CFM Hofley Carburetor.

The drivetrain consists of a Centerforce clutch, a Liberty prepared Ford Toploader 4 speed with a Hurst shifter and a custom heavy duty driveshaft.

The rear end and suspension has been upgraded to a 9" 1957 Ford housing using a N-case, Traction-Loc differential, 3.50 gears and 31 spline Moser axels. New Eaton leaf springs, gas shocks and Traction-Master underide traction bars are also used.

The front suspension and steering have been modified using a Rod and Custom Motorsports kit that features Mustang II style components. Upgrades include rack and pinion steering, disc brakes, and the elimination of the shock towers. The battery has been re-located to the trunk. Cooling is handled by a Howe aluminum radiator. Hooker Headers



CUSTOM 1965 FALCON FUTURA



and Flowmaster mufflers are used in the custom 2½" exhaust system.

The interior features 1988 Mustang GT bucket seats and the original rear seat with new covers. Mike had the front buckets re-upholstered with black vinyl and pleats that match the original Falcon style. The original dashboard plastic panels have been replaced with a 1965 Mustang gauge cluster. This car came from the factory without a padded dash.

The tachometer is a 1969 vintage Sun SuperTach. The steering wheel and under dash gauges are by Moon. The heater control and cigarette lighter delete parts are from Crites Restorations.

The car was repainted using Dupont Centan. Color is 1966 Mustang "Candyapple Red". It was then color sanded and polished. The bumpers are painted fiberglass.

Wheels are 15 X 6 front and 15 X 7 rear by Centerline. Tires are B.F. Goodrich Radial TA's.

Mike did most of the work on the car including paint and bodywork as well as the mechanics. Upholstery was left to the pros.

Mike drives the car to shows, cruises, and occasional dragstrip duty.



TECH TIPS

Many thanks to Reba Schweitzer, Editor of the FCA Arizona Chapter Newsletter for sending this table detailing facts about the Falcon six cylinder engines, all the way from 1960 to 1975.

1975?! Although Falcons were only produced until 1970, the six cylinder engine that powered them went on to be the standard for Zephyrs, Fairmont, Granada, and other models.

Listed here are cubic inches, code, horsepower, torque, bore/stroke and compression.

Got a Tech Tip? Send it to the Editor at the address on page 2.

Falcon 6 Facts						
"Falcon" 144/170/200/250 I/6 engine chart.						
Year	C.I.	Code	H.P.	Torque	Bore/Stroke	Comp.
1960	144	S	85@4200	134@2000	3.50/2.50	8.7:1
	144	D	85@4200	134@2000	3.50/2.50	low
1961	144	S	85@4200	134@2000	3.50/2.50	8.7:1
	170	U	101@4400	156@2400	3.50/2.94	8.7:1
	170	E	101@4200	156@2400	3.50/2.50	low
1962	144	S	85@4200	134@2000	3.50/2.50	8.7:1
	170	U	101@4400	156@2400	3.50/2.94	8.7:1
	170	E	101@4200	156@2400	3.50/2.50	low
1963	144	S	85@4200	134@2000	3.50/2.50	8.7:1
	170	U	101@4400	156@2400	3.50/2.94	8.7:1
	144	D	85@4200	134@2000	3.50/2.50	low
	170	E	101@4400	156@2400	3.50/2.94	low
144 had 1 1/64" carb venturi.		170 had 1 7/64" carb venturi.				
Year	C.I.	Code	H.P.	Torque	Bore/Stroke	Comp.
1964	144	S	85@4200	134@2000	3.50/2.50	8.7:1
	170	U	101@4400	156@2400	3.50/2.94	8.7:1
	200	T	120@4400	190@2400	3.68/3.13	8.7:1
Both 170 and 200 had four main bearings.						
Year	C.I.	Code	H.P.	Torque	Bore/Stroke	Comp.
1965	170	U	105@4400	156@2400	3.50/2.94	9.1:1
	200	T	120@4400	190@2400	3.68/3.13	9.2:1
170 has four main bearings in 1965.		170 has seven main bearings in 1966 up.				
200 has seven main bearings in 1965 up						
Year	C.I.	Code	H.P.	Torque	Bore/Stroke	Comp.
1966	170	U	105@4400	156@2400	3.50/2.94	9.1:1
	200	T	120@4400	190@2400	3.68/3.13	9.2:1
1967	170	U	105@4400	156@2400	3.50/2.94	9.1:1
	200	T	120@4400	190@2400	3.68/3.13	9.2:1
1968	170	U	105@4400	156@2400	3.50/2.94	9.1:1
	200	T	115@3800	190@2200	3.68/3.13	8.8:1
1969	170	U	105@4400	156@2400	3.50/2.94	9.1:1
	200	T	115@3800	190@2200	3.68/3.13	8.8:1
	250	L	155@4000	240@1600	3.68/3.91	9:1
1970	170	U	105@4400	156@2400	3.50/2.94	9.1:1
	200	T	115@3800	190@2200	3.68/3.13	8.8:1
	250	L	155@4000	240@1600	3.68/3.91	9:1
NOTE: Last of the "Falcon" name, but its I/6 engine lived on in Fairmonts/Zephyrs, Granadas/Monarchs, Mavericks/Comets, and Mustangs/Capris.						
Year	C.I.	Code	H.P.	Torque	Bore/Stroke	Comp.
1971	170	U	100@4400	148@2400	3.50/2.94	8.7:1
	200	T	115@3800	180@2200	3.68/3.13	8.7:1
	250	L	145@4000	232@1600	3.68/3.91	9:0
NOTE: ALL CAR MANUFACTURES WENT FROM "GROSS" HORSEPOWER RATINGS TO "NET" HORSEPOWER AND TORQUE RATINGS IN 1972! Gross was with OUT an air cleaner, alternator, water pump, and an open exhaust. "Net" was with all of the above. This makes it difficult to compare HP ratings. Also note that the steady decline in compression since 1968 gets real serious from 1971 on.						
Year	C.I.	Code	H.P.	Torque	Bore/Stroke	Comp.
1972	170	U	82@4400	129@1800	3.50/2.94	8.3:1
	200	T	91@4000	154@2200	3.68/3.13	8.3:1
	250	L	95@3600	181@1600	3.68/3.91	8:0
1973	200	T	84@3600	151@1800	3.68/3.13	8.3:1
	250	L	95@3200	196@1600	3.68/3.91	8:0
1974	200	T	84@3800	150@2200	3.68/3.13	8.0:1
	250	L	91@3200	190@1600	3.68/3.91	8:0
1975	200	T	84@3600	151@1800	3.68/3.13	8.0:1
	250	L	92@2900	180@1400	3.68/3.91	8:0

2005 National Meet—Pacific Region News

Writings from Ray Johnson; Pacific Regional Director

Hello everyone! I want to give you all an update on the National Convention for next year. As you know the Pacific Region is hosting the National Convention for 2005 in the San Francisco Bay Area at the Marriott Hotel in San Ramon, California. We are planning the most active National yet! We love to drive our Falcons and have planned some driving events for those of you who also love to drive your cars. We will also have a couple of bus tours (San Francisco and the Wine Country) for those of you do not want to drive. We also have events for those you who do not want to leave the hotel. Shopping and restaurants are right around the corner from the hotel.

Most importantly, we want to share this National Convention with you—the owners and families of all those Falcons. You are the reason we do this. The common bond of ownership of these wonderful cars is what drives us year after year to these events. We come away from these events with good feelings while the rest of the world seems to be teetering.

Our goal is to see as many of our National members as possible. It is not the condition of your Falcon that's important, but it is YOU that is important. Of course we would like to see your Falcon in whatever condition it is in, but it is YOU that we want to see and talk to and that's why we have the "no car registration" available.

If it's not feasible to bring your Falcon to the National, then take that big Falcon in the sky and vacation in the beautiful San Francisco bay area. There are three major Airports (San Francisco, Oakland, and San Jose) within an hour of San Ramon. Oakland is the closest and most convenient of the three.

For our FCA members in the Pacific Region, here are some statistics. There are 473 FCA members in California, 83 in Washington, 26 in Oregon, 12 in Nevada, 5 in Alaska, 4 in Hawaii, and 2 each in northern Idaho and British Columbia for a total of 571. Our goals are to have at least 300 Falcons, 100 "no" car registrants, and 500 people at the banquet.

We will introduce "Tech Time" at this convention and hope it will become a yearly thing. There are many of us

who used to know a lot about our Falcons, but have forgotten some or most of it, and there are those of us who don't know and want to. Tech Time is a one or two hour time slot for the sharing of information, technical advice, and *how to* information for your Falcon. The times will be split by year(s) and/or by drive train and mechanics. The Tech Times will occur from Wednesday through Friday. A Tech Time will start in a meeting room but end in the parking lot with the Falcons.

In addition to the driving tours mentioned in the schedule (SF Bay Three Bridges Cruise, Mt. Diablo, Blackhawk Museum, Danville), we will be adding bus tours to the Sonoma County Wine Country on Thursday, and to San Francisco on Friday. While both of these bus tours are not finalized, they will cost about \$75.00 per person. The wine tour will visit 3 or more wineries with a visit to the downtown Sonoma Plaza for lunch (not included in the price). The San Francisco tour will visit several sites in and around San Francisco and a drop-off for lunch at Fisherman's Wharf. More information will be on the westcoastfalcons.com website. These tours will require payment in advance and may be cancelled if not get enough people register for the tours.

For early arrivers to the convention, we are adding a *Drag Night* at the Infineon Raceway at Sears Point on Wednesday evening. You can find out how fast (or slow) your Falcon is on the 1/4 mile strip. NASCAR and NHRA fans may be familiar with this raceway (infineonraceway.com) located in Sonoma County. It's about an hour from the convention hotel.

I have already seen some preliminary information on the Falcon Migration starting at the end (or the beginning) of Highway 50 in Ocean City, Maryland and going through the middle of the country to California. We're looking forward to a long line of Falcons pulling into the hotel.

Make your plans now to attend next year's FCA Convention. Please register and make your hotel reservations early. For those who register early, we will be holding a special drawing to pay for your hotel room while attending the convention. More information and a registration form for the 2005 FCA Convention is online at www.westcoastfalcons.com. More later!

California, Here We Come...

During the summer of 1964, when I was 18 years old, I bought a 1963 Ford Falcon Sprint Convertible. This car became my daily driver for the next several years.

From the age of nine till about 14, I raced quarter midgets which left a "need for speed" in my blood. I started making basic modifications in order to make more power, then took to the streets. After getting five fines in one week and losing my license twice, I decided it was time to take my "need for speed" back to the track. At this point I turned the car into a C/MP (Class C Modified Production) car, but did mostly bracket racing. The car ran 12.0's at 108 MPH, not bad for being built nearly 40 years ago!

Between quarter midget and drag racing I managed to accumulate 156 trophies before I met the love of my life. I raced the car a few more years before I tied the knot. The car went into hibernation from 1971 to 1994, while we raised three children. Throughout this period, I did manage to make it street legal and get it inspected several times.

After the kids were all out of the house, I decided it was time to do a "ground up" restoration, not back to original, but pretty much the way it was in the late Sixties. I guess you could say it is now a "retro-mod".

The restoration took nearly five years to complete. We now enjoy the car again. Pat, my wife, loves everything about the car except the \$5.00 per gallon gas and the NOS (Nitrous Oxide System). *That*, she said, she could do without!

TECH DATA

ENGINE:

Ford R302 Block
Lunita 350 Cu. in. stroker
Lunita solid lifter roller cam
Edelbrock Victor Jr. Heads
Lunita Roller Rockers
Edelbrock Victor Jr. Intake
Holley HP 4150 750 Carb
Canton oil pan
Hooker Super Comp Headers

POWER ADDER:

NOS Super Power Shot (175 HP)

TRANSMISSION:

T-10 4-speed, Hurst Shifter, Line Loc
Lakewood Bell
Ram-Flywheel aluminum 10.5"
Long style 2400 lbs. Plate
900 Series disc.

REAR:

Ford 9"
Nodular Iron Case
Traction-Loc
4.11
Moser Axles

ELECTRICAL:

Optima Battery in trunk
60 AMP 1 wire Alt.
MSD-6AL
Petronix Trigger

FUEL SYSTEM:

Stock fuel tank
Dual Holley Pumps (110 gph)
Half-inch fuel line

COOLING SYSTEM:

Fluidyne 1"x 3 aluminum
Edelbrock Victor Series w/
pump

BODY/PAINT:

Rear wheel wells altered
Base Coat Polar White/Clear
Coat

INTERIOR:

NOS
Super Sun Tach
Auto Meter gauges
Custom Steering Wheel

SUSPENSION:

Stock front
Custom Rear

EXHAUST SYSTEM:

2 1/2" with Turbo Mufflers

WHEELS:

15" Cragar SS

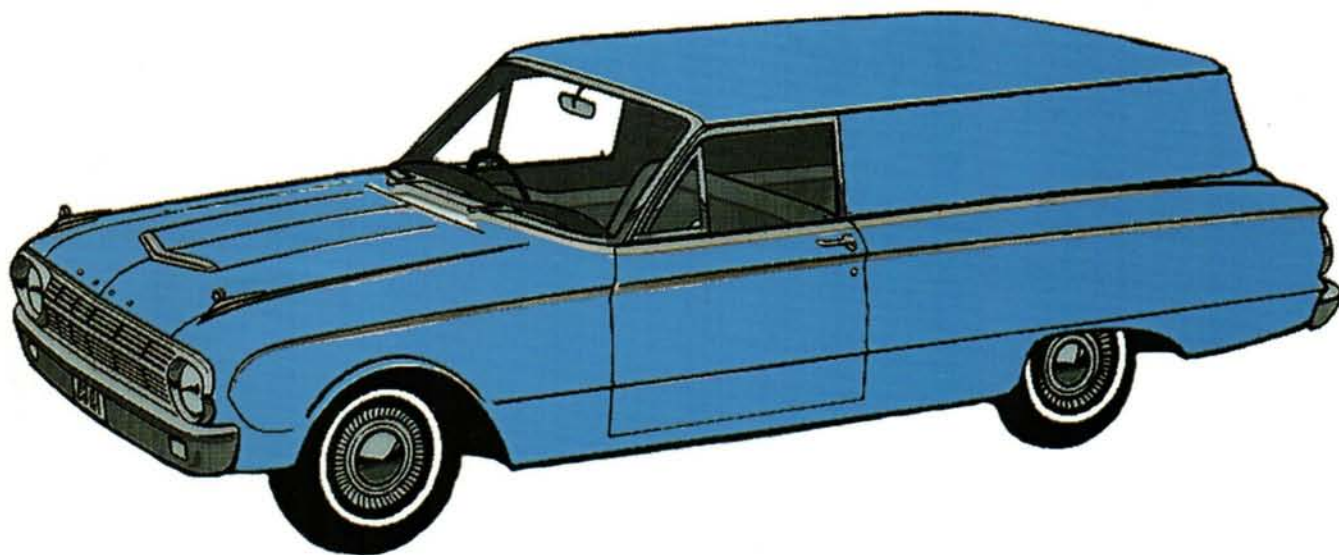




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Ford Falcon Production Figures

1960—United States

MODEL	MODEL#	UNITS
2-Door Sedan	64A	193,470
4-Door Sedan	58A	167,896
2-Door Wagon	59A	27,552
4-Door Wagon	71A	46,758
Ranchero	66A	21,027

Note: These figures have been cross-checked from various sources for accuracy. However, any person considering the purchase of a Falcon based on its rarity should conduct his or her own research.

The Ford Falcon was introduced to the US motoring public in October, 1959. The first-year Falcon Sedans were the best selling Falcon models ever, and exceeded Ford's most optimistic sales expectations.

The first Falcons were "new size" Fords that competed against domestic compacts such as the Chevrolet Corvair, and the Chrysler Valiant. The Falcon was also offered as a suitable alternative to the Volkswagen Beetle.

The Falcon was a revolutionary vehicle due to its unitized construction, compact size, and economy. The new Falcons could handle six passengers and go 30 miles on a gallon of gas. Thirty miles per gallon was a phenomenal figure in 1960.

The base price for a new Falcon was just under \$2,000. The three speed manual transmission (column shift) was standard, but the Ford-O-Matic transmission was available as an option for an additional \$180.

The Falcon Wagons were introduced in January, 1960. The base wagon price was about \$2,250, and were only available in a six passenger configuration.

The Ranchero was introduced just after the Falcon Wagons. Its body was based on the 2-door wagon, and may have been the world's first "mini-truck". The new Ranchero weighed 2,345 pounds and had a payload of 800 pounds. The new Ranchero was well received by the public, and the new model outsold any previous annual editions of the larger Ranchero.



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1961—United States

MODEL	BODY CODE*	SERIAL CODE**	UNITS
2-Door Sedan	64A	11	149,982
2-Door Futura Sedan	64 A	17	44,470
2-Door Sedan (Economy)	64C	11	50
4-Door Sedan	58A	12	159,761
2-Door Wagon	59A	21	32,045
4-Door Wagon	71A	22	87,933
Ranchero	66A	27	20,937
Sedan Delivery	78A	27	1,988
Sedan Delivery-Canada	?	?	126
Econoline			
Standard Pickup	87A	?	11,893
Econoline			
Custom Pickup	87A	?	3,000
Econoline			
Standard Bus	89B	?	8,500
Econoline			
Custom Bus	89B	?	6,571
Econoline Van			
Standard	89A	?	28,932
Econoline Van			
Custom	89A	?	2,228

* Per Warranty or Door Plate Number

** Per Serial Vehicle Identification Number

In 1961, the Econoline and Sedan Delivery models were added to the Falcon line. The Econolines were developed to compete against similar offerings by Volkswagen.

The Sedan Delivery model was based on the 2-door wagon. At the time, it was the only sedan delivery vehicle produced in the US. The structural components of the sedan delivery were the same as those used in the 2-Door Wagon.

The Ranchero changed very little from the previous year. A new grille was the main distinguishing change from the previous year.

The Futura 2-Door Sedan was offered for the first time. Ford was stunned by the new sporty Corvair and introduced the Futura as a mid-year model as a "Monza" fighter.

—Compiled by Al Aiello
Continued in February 2005 issue

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Part #DBO102 converts factory 4 lug to 5 lug.

DBO102 60/65 Ranc/Falcon/Comet - 4-Lug
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NOTE: May not match original seat belts or interiors exactly.

Front Seat Belts - 57/65

SB100 Lift Buckle Seat Belts

Rear Seat Belts - 57/65

SB99 Lift Buckle Rear Seat Belts

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Ignitor Ignition Parts

This system is great! The IGNITOR, is a breakerless solid state ignition that fits inside your standard distributor and is completely self contained. Allows your car to start fast every time, reduces battery drains, improves fuel economy and stretches spark plug life tremendously. It installs in 10 minutes! 30 month factory warranty. Never change your points again! Direct hook-up to your original coil, no more replacement of points or condensers.



IGN100 IGNITOR (8 Cyl. Standard Ignition)	ea	79.95	SALE 69.56
IGN100B IGNITOR (6 Cyl. 1960/1964)	ea	79.95	SALE 69.56
IGN100C IGNITOR (6 Cyl. 1965/1970)	ea	79.95	SALE 69.56
IGN100D IGNITOR (8 Cyl. Dual Point, 1960/1964)	ea	79.95	SALE 69.56
IGN101B Ignition Wires - Black (Stock) - V8	set	49.95	SALE 43.46
IGN101C Ignition Wires - Black (Stock) - 6 Cyl.	set	49.95	SALE 43.46
IGN103 Ignitor Hi-Perf. Coil - Black (Oil Filled)	ea	34.95	SALE 30.46
IGN104 Ignitor Hi-Perf. Coil - Chrome (Oil Filled)	ea	34.95	SALE 31.46



NEW

Grant Steering Wheel & Installation Kit

Grant Elite steering wheel features a 3 or 4 spoke design in polished aluminum and a hand stitched leather grained black vinyl grip. 14 inches in diameter and a 3.5 inch dish. Requires adaptor for your application sold separately.

STG100 Grant Steering Wheel - 14 inch - 3 Spoke	ea	199.95	SALE 189.96
STG101 Grant Steering Wheel - 14 inch - 4 Spoke	ea	199.95	SALE 189.96

This installation kit is necessary when installing a Grant Steering Wheel. Kit includes complete detailed instructions, a die cast hub, grade 5 hardware and matte black trim pieces.

IST100 Wheel Installation Kit - 68/70 Falcon/Ranchero	kit	34.95	SALE 33.26
IST101 Wheel Installation Kit - 63/64 Falcon/Ranchero	kit	34.95	SALE 33.26
IST102 Wheel Installation Kit - 65/66 Falcon/Ranchero	kit	34.95	SALE 33.26
IST103 Wheel Installation Kit - 60/62 Falcon/Ranchero	kit	34.95	SALE 33.26
IST105 Wheel Installation Kit - 67 Falcon/Ranchero	kit	34.95	SALE 33.26

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BIL100



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